What is claimed is:

1. In a freight-carrying, center-beam railroad car having a pair of opposite sides, a length, and a pair of opposite ends, a car body, comprising:

(a) a cargo supporting floor extending substantially between said opposite sides and said opposite ends; and

(b) a center beam extending along said body, said center beam including a center sill extending longitudinally along said body, and a top chord extending parallel with and spaced upwardly above and apart from said center sill, said top chord having a selectively affixable member including a lateral face arranged to contact a cargo supported by said floor and resist a lateral displacement thereof in a direction substantially normal to said lateral face.

2. The car body of claim 1 wherein said selectively affixable member including a lateral face of said top chord comprises a material having a low coefficient of friction, said coefficient of friction facilitating a displacement of said cargo in a direction substantially parallel to said lateral face.

3. The car body of claim 2 wherein said material having a low coefficient of friction comprises polyethylene.

4. In a freight-carrying, center-beam railroad car having a pair of opposite sides, a length, and a pair of opposite ends, a car body, comprising:

(a) a cargo supporting floor extending substantially between said opposite sides and said opposite ends;

(b) a center beam extending along said body, said center beam including a center sill extending longitudinally along said body, and a top chord extending parallel with and spaced upwardly above and apart from said center sill, said top chord having a top, a bottom, and a lateral wall arranged to resist a displacement of a cargo supported by said floor in a direction normal to said lateral wall; and

(c) a top chord cover selectively affixable to said top and said bottom of said top chord and extending therebetween to substantially cover said lateral wall of said top chord.

5. The car body of claim 4 wherein said top chord cover comprises a material having a low coefficient of friction, said coefficient of friction facilitating a displacement of said cargo in a direction parallel to said lateral face.

6. The car body of claim 5 wherein said material having a low coefficient of friction comprises polyethylene.

7. In a freight-carrying center-beam railroad car having a pair of opposite sides, a length, and a pair of opposite ends, a car body, comprising:

(a) a center beam extending longitudinally along said body, the center beam including

(i) a center sill extending longitudinally along said body,

(ii) a top chord parallel with and spaced upwardly above and apart from said center sill, and

(iii) a plurality of upright members each extending between said center sill and said top chord;

(b) wherein said center sill includes a top plate and a side plate, said side plate having a first lateral face and extending upward a distance above said top plate and including an upper margin;

(c) wherein one of said upright members includes a flange plate having a second lateral face, a bottom margin of said flange plate being welded to said upper margin of said side plate with said first and second lateral faces located in a common plane; and

(d) wherein said top chord includes a selectively affixable top chord cover including a lateral face arranged to contact a cargo of said car and resist a displacement of said cargo substantially normal to said top chord.

8. The car body of claim 7 wherein said side plate of said center sill is thicker than said flange plate of said one of said upright members, and including a backing bar extending closely along an inner side of said flange plate and in contact with said upper margin of said side plate of said center sill.

9. The car body of claim 7 wherein said selectively affixable top chord cover and said flange plate of said one of said upright members are located in said common plane.

10. The car body of claim 7 wherein said top chord cover comprises a material having a low coefficient of friction, said low coefficient of friction facilitating displacement of said cargo in a direction parallel to said lateral face.

11. The car body of claim 10 wherein said material having a low coefficient of friction comprises polyethylene.

12. In a freight-carrying, center-beam railroad car having a pair of opposite sides, a length, and a pair of opposite ends, a car body, comprising:

(a) a cargo supporting floor extending substantially between said opposite sides and said opposite ends;

(b) a center beam extending along said body, said center beam including a center sill extending longitudinally along said body, and a top chord extending parallel with and spaced upwardly above and apart from said center sill, said top chord having a top, a bottom, and a lateral wall arranged to resist a displacement of a cargo supported by said floor in a direction normal to said lateral wall; and

(c) a top chord cover comprising a web, a pair of sides connected by and projecting substantially normal to said web, and a leg projecting from at least one of said

sides, said top chord cover arranged for selective engagement with said top chord wherein said sides are substantially coextensive with said lateral wall, said web is substantially coplanar with said top wall, and said leg is in an interfering relationship with said bottom wall.

13. The car body of claim 12 wherein said top chord cover comprises a material having a low coefficient of friction, said low coefficient of friction facilitating displacement of said cargo in a direction parallel to said lateral face.

14. The car body of claim 12 wherein said material having a low coefficient of friction comprises polyethylene.